Contrary to what is stated in paragraph 2, Applicant has not replaced an "independent brake valve" with a "brake valve module." Claims 1 and 2 have been specifically amended to indicate that the present system has a brake valve which controls a brake cylinder valve and an independent application release valve.

Paragraph 10 has been amended to indicate that the electropneumatic control unit 20 includes valves for controlling the brake pipe 21, the independent application and release pipe 22, the actuating pipe 23, and the brake cylinder 24. It is the brake cylinder valve which controls the brake cylinder and the independent application release valve which controls the independent application and release pipe.

Paragraph 9 indicates that the present disclosure is based on a CCBI and a CCBII. The CCBI is illustrated in Figures 1 through 3 of U.S. Patent 6,098,006, to which the present application claims priority and which is incorporated herein by reference, and the remainder of the patent shows the CCBII. The independent application and release, or 20CP control modules, is illustrated specifically in Figure 15 with three valves which control the number 20 pipe. Figure 16 shows the brake cylinder control portion, which includes brake cylinder relay valve 37.

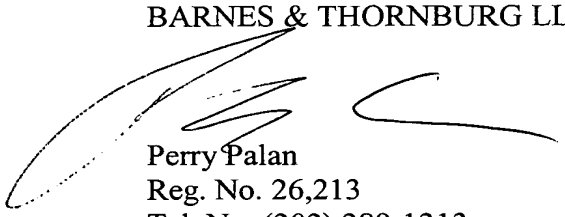
The 6,098,006 patent, with respect to Figures 1 through 3, references U.S. Patent 5,172,316 for the CCBI. Figure 7 of the '316 patent shows the valve controls, including brake cylinder relay 37 for the brake cylinder BC, and Figure 8 shows the controller 98 for controlling the pressure on the independent application and release (IA&R) pipe.

Thus, as distinguished from what is disclosed in Kull, *et al.*, wherein the brake cylinder on each locomotive is controlled by the independent brake valve 32, 42, the presently claimed system has a brake cylinder valve to control the pressure on the brake cylinder and an independent application and brake valve to control the pressure on the independent application and release pipe. Thus, based on the disclosure and the claim language, the Applicant is not claiming the same invention as that claimed in U.S. Patent 6,435,624. Thus the present claims are considered allowable, and passage of the present application to issue is hereby solicited.

It is respectfully requested that, if necessary to effect a timely response, this paper be considered as a Petition for an Extension of Time sufficient to effect a timely response and shortages in other fees be charged, or any overpayment in fees be credited, to the Account of Barnes & Thornburg, Deposit Account No. 02-1010 (509/41775).

Respectfully submitted,

BARNES & THORNBURG LLP



Perry Palan
Reg. No. 26,213
Tel. No. (202) 289-1313

Enclosure

In the specification amend paragraph 10 as follows:

The computer controlled brake system in Figure 1 includes an electropneumatic control unit 20 which is responsive to input signals to control the pressure on brake pipe 21, independent application and release pipe (#20) 22 and the actuating pipe (#13) 23 and the brake cylinders 24 on its locomotive using a valve for each. The independent application and release pipe 22 and the actuating pipe 23 run throughout the locomotive consist and allow independent control of the locomotive brakes as distinguished from the control of the pneumatic brakes in each of the car by the brake pipe 21 running throughout the train. Electrical communication and control of the locomotives in the consist is available over the 27-pin mu wire 25. This is generally under the control of the propulsion control system (not shown).